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MISCELLANEOUS PRODUCTION AND PRODUCTION REQUIREMENTS
IN DENMARK DURING THE GERMAN OCCUPATION

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Aluminum and Bronze Powder

15 March 1941: The supply of Danish industry with aluminum and bronze powder has been suddenly stopped, the reason being the scarcity of these metal powders in Germany. In cases of especially great need, the German Economic Staff in Denmark is to submit to Germany applications stating exactly why the above metallic powders are needed, and the cases will be considered. Investigation has shown that the Danes use these metallic powders mostly as a preservative coating for bridges and other structures, for railroad equipment, and electrical power plant equipment. Only a very small amount is used for indirect German Armed Forces requirements.

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Paint and Lacquer

5 March 1943: Under a 1941 agreement between Germany and Denmark, the requirement of paint and lacquer for the German Armed Forces in Denmark and for German orders placed with Danish firms was to be covered from Danish production.

The raw materials for the Danish paint and lacquer industry were to be provided by Germany. Under the agreement, up to 20 per cent of the Danish production was to be set aside for the Germans. This quota was far from utilized in 1942, as large shipments of paint and lacquer were sent from Germany. This was particularly true of ship and ship-bottom paint for the German Navy, as the Danish paint was of inferior quality.

A conference between various German military organizations, a German chemical research organization, and the Danish paint manufacturers resulted in a decision that the entire ship and ship-bottom paint requirement of

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the German Navy and of the Hansa Program (shipbuilding) is again to be covered by Danish production. The requirement is estimated at 60 tons monthly, which will utilize approximately the 20 per cent delivery quota to Germany.

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31 June 1943: No difficulties have arisen in connection with the supply by the Danish paint and lacquer industry of the occupation troops with paint. However, orders for oil paint placed by the troops must be cut down, as they are not observing the conservation regulations sufficiently.

At no time up to the fall of 1944 were the Danish paint manufacturers unable to fill the German Armed Forces paint requirements. Information beyond that date is not available.

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Report on the Danish Explosives Plant,

De Danske Sprengstoffabrikker A/S, Jyderup

25 July 1944: Production facilities are obsolete. Only one mixing machine is in operation and only 5 workers are engaged in the production of explosives. Monthly maximum output of 10,000 kilograms of Aerolite, for which 1,000 kilograms of trotyl are required. The waste products are utilized in the nitro-cellulose lacquer factory, which at present is operating in conjunction with the manufacture of explosives.

The Danes appear to have made very limited quantities of commercial blasting powders, rather than military high-explosives.

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Procurement of Ball-Bearings

Ball-bearings for German orders: In April 1944, a new decree by the German rationing office for ball-bearings prohibited German firms from providing foreign firms with ball-bearings needed for the filling of German orders. This decree hampered the placing of German orders

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by imports from Sweden and Germany. Increasing procurement difficulties in Germany and declining deliveries from Sweden caused a ball-bearing shortage in Denmark. In several instances, Danish firms used ball-bearings imported from Germany for purely Danish needs, despite the fact that the German Armament Staff in Denmark had issued priority certificates limiting the use of these ball-bearings to the filling of German orders. Consequently, German armament orders suffered.

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Difficulties in the Procurement of Carbide

Information supplied by the representative of the Reichskommissar for Norway (April 1944) showed that the Norwegian production of carbide, because of the greatly decreased coal import from Germany, had to be curtailed so much that, after allowing for the quantities needed for the production of crude calcium cyanamide, only 1,000 tons per month remained available. Since this quantity was not even sufficient to cover the needs of the Norwegian economy, the scheduled monthly delivery of 300 tons of carbide to Denmark and of 125 tons for direct German Armed Forces needs proved to be impossible. The short supply of carbide hampered the production of acetylene cylinder gas, and it became impossible to cover fully the acetylene requirement of the Armed Forces and to provide the quantities needed for the filling of German orders placed with Danish industry.

The main supplier of the Armed Forces is the firm A/S Gasaccumulator (AGA), Copenhagen-S, Uplandsgade 52. The Armed Forces have a total monthly requirement of 125 tons /the original does not say whether this is 125 tons of carbide or of acetylene, but I strongly suspect that it is the latter, as it seems unlikely that the Armed Forces would want unbottled acetylene or would bottle the gas themselves/: 25 tons for the Organisation Todt, 12.5 tons for the Air Force, 12.5 tons for the Army, 20 tons for the Navy, and 55 tons for the general needs of the armament industry. After a conference, the three military forces declared their willingness to provide for their own needs from their own stockpiles.

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Plywood Production for Aircraft Construction

15 June 1944: Only one plant, the Dansk Skovindustri in Naastved, was found to be suitable for the production of plywood. Only a few machines had to be delivered, and a drying and air-conditioning room had to be built. In February 1944, the firm received German orders for 1,000 cubic meters of beech plywood sheets for aircraft construction; the Danish authorities provided the beech wood. Production started in June 1944, and at the time of the report, the first shipments had left for Germany.

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Mere Mentions

19 May 1944: A/S Nordvaerk, Rovbingsgade 91, Copenhagen, repaired BMW-Sol-engines. The overhauled engines were tested on 10 BMW testing stands at Avedøre, 12 kilometers out in the country from the center of Copenhagen.

23 May 1944: Wilhelm Johnsen A/S, Tegelholmsgade 3/5, Copenhagen, working exclusively for the German Navy, produced signal equipment.

25 May 1944: Burmeister and Wain A/S, Copenhagen, made cylinder heads for the BMW-Flugmotorenwerke, Brandenburg.

9 June 1944: The firm Globus Cyckler A/S, working exclusively for the German Air Force with 240 men per shift /number of shifts not given, works on FW-190 tail assemblies.

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